





To-day's  
Advertisements.

## PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION, at his Sales Rooms, Zetland Street, No. 2.

SATURDAY, the 14th October, 1899.  
Commencing at 3 P.M.  
A QUANTITY OF VALUABLE JEWELRY.  
RINGS, BROOCHES, SCARFINS,  
EARRINGS with DIAMONDS, RUBIES,  
SAPPHIRES, PEARLS, &c.

Also:  
A Fine lot of UNSET STONES,  
DIAMONDS, RUBIES, SAPPHIRES,  
OLIVINES, EMERALDS, PEARLS, &c.  
All Guaranteed to be Genuine.  
On View at the Undersigned's  
TERMS OF SALE: As customary.  
PAUL BREWITT,  
Auctioneer.

Hongkong, 11th October, 1899. [12953]

## GOVERNMENT NOTIFICATION.

IT is hereby notified that the HONGKONG VOLUNTEERS will fire from 7 pounders R.M.L. Guns and Machine Guns in a North-Westerly direction from the North side of Stonecutters Island between 6 A.M. and 6 P.M. from 21st to 28th October, 1899, both days inclusive, and from Lau-Chu-Kok over a land range on 28th October, 1899, from 3 P.M. to 6.30 P.M.

All ships, junks, and other vessels are cautioned to keep clear of the ranges.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office.

Hongkong, 11th October, 1899. [12954]

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT relying on the well known kindness of the Benevolent Friends of the Institution begs to APPEAL to their Charity for assistance on behalf of a poor destitute Woman, a native of Mauritius, with four children of tender age, that had been led by deceit to the interior of China, where they had suffered very ill treatment, resolved to escape to this Colony, and came to the Convent in the most miserable and distressed condition craving a shelter.

It is more than a year that the Superiress has kept them under her care for want of means to send them back to Mauritius, but, as the poor woman is longing to be once more amongst her own people and as there will be a steamer for Mauritius on the 14th instant, the Superiress fully hopes that her earnest petition will be kindly attended.

The Charity of the kind benefactors will certainly be amply rewarded by the Merciful Father of the abandoned.

Hongkong, 11th October, 1899.

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR VLADIVOSTOK.

THE Company's Steamship.

"PAKHOT,"  
Captain Williams, will be despatched as above on FRIDAY, the 13th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th October, 1899. [12843]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Steamship.

"EASTERN,"  
Captain Ellis, will be despatched as above on SATURDAY, the 14th instant, at 4 P.M.

This New Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th October, 1899. [12922]

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship.

"OANFA,"  
J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th October, 1899. [12683]

## TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and landed into our Godowns at Vanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 18th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,  
Agent.

Hongkong, 11th October, 1899. [1310]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship.

"MARIA VALERIE,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 11th October, 1899. [12679]

## Intimation.



A. S. WATSON & Co. LIMITED.

## WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Bottle	Per Case
B St. ESTERRE, Red Capsule	\$ 6.90	\$ 7.30
C St. JULIEN, Red Capsule	9.00	9.60
D St. ROSE, Red Capsule	12.90	13.92
CHATEAU LAUT BRION LAR.	18.60	19.20
CHATEAU MOUTAN D'ARMAIL.	21.00	22.20
CHATEAU FORTET CANT.	25.00	
CHATEAU LA FOUR GARNET.	30.00	
CHATEAU RAUZAN.	42.00	
CHATEAU LAFITE.	48.00	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 11, 1899.

## REUTER'S TELEGRAMS.

## THE TRANSVAAL CRISIS.

LONDON, October 9th.

The Boers on both frontiers are grimacing at being kept in the field so long with a wretched Comandant. They blame General Joubert who is distrusted as favouring peace. There is a strong agitation proceeding for the appointment of Commandant Viljoen as Comandant-in-Chief.

## PARLIAMENT.

The Times states that Parliament will commence on the 17th instant a regular Session, with the Queen's speech, an address, &c., &c.

## WEATHER REPORT.

The Observatory report says:

On the 11th at 11.55 a.m. the barometer is still about 0.1 and 0.2 inch above normal in Luzon and S. China respectively, but inclined to fall in both areas. The highest pressure covers S. China and the Pacific towards the Loo-Choo. Gradients moderate on the coast, rather steep with very strong monsoon in the N. part of the China Sea. FORECAST: Fresh N.E. winds; fair.

## LOCAL AND GENERAL.

H.M.S. *Raffler* left for Singapore this morning. She will doubtless keep a look out for the missing French mail during the voyage.

A GAZETTE Extraordinary was issued to-day revoking the proclamation declaring Tai Wan Foo and Anping to be infected ports.

Up to the time of going to press the French mail had not been signalled nor had any news of her come to hand. No vessels have arrived from the south as yet.

At the meeting of the Sanitary Board tomorrow, a proposal will be put by the Medical Officer of Health to prohibit the importation of dogs into this colony from Nagasaki.

This morning, at the Magistracy, John Lane, stoker, U.S.S. *Princeton*, was fined \$17 for being drunk and disorderly and damaging the clothes of a Government officer whilst on duty.

The first Rugby practice of the Hongkong Football Club will be held next Tuesday. Members desiring to participate should put their names down on the board or inform the Hon. Secretary.

NEAR Kowloon on Monday morning, at about five o'clock, an Indian constable was attacked by two Chinamen armed with knives. He was badly injured, and lies in the Government Civil Hospital in a precarious condition.

We (*China Gazette*) are authorised to state that the announcement made this morning (Oct. 7th) that forty odd of the Shanghai Naval Volunteer Company had offered their services to the British Government for work in the Transvaal is totally unfounded. Someone has been drawing the long bow or pulling the innocent reporter's leg.

A FIRE occurred on the morning of the 6th at eleven o'clock in a native dwelling-house in Derpoo Road, Shanghai. The premises, No. 108, were destroyed and the houses on either side considerably damaged by fire and water. The contents of the houses were not insured, but the actual property belonging to Messrs. Iveson & Co. was insured in the Royal.

AMONG the passengers from Hongkong for San Francisco by the O. & C. steamer *Gallic*, says the *Japan Advertiser* of Sept. 30th, are Mr. J. H. Loye and Mrs. Virginia Loye, of the Waldorf Dramatic Company, which not long ago had a season in Yokohama. Mr. Loye will return to the East in a few months with a Company of twenty people supporting two of America's brightest stars, Lewis Morrison and Florence Roberts, who will produce a repertoire of plays that will include "Frederick the Great," "Faust," "Richefeu" and "The Master of Ceremonies."

FOREIGN owners of foreshore land, etc., in Shanghai will remember the difficulties they had not long ago with the importunity and aggressiveness of the newly-established *Shengko* Bureau under the prefect Hsu, says the *N. C. Daily News*. It has now transpired that this official managed to make a considerable haul out of his dealings in this foreshore question, especially as regarded land belonging to native owners on this side of the Huangpu, and in Pootung and Wensung (Paoshan district). Hsu, who is now prefect of Huaiyuan (Kianpoh), it appears, has been denounced to the Throne on the charge of pocketing over 715,000,000 squeezed from Shanghai and Paoshan landowners, and a decree has been received ordering Viceroy Liu to make Hsu disgorge what he took and pay a heavy fine as a punishment.

The *Nagasaki Press* says that port is well supplied with visitors just now, for with the men-of-war and the American troops there must be some 5000 strangers there. Unfortunately for the Japanese stores, the troops on the outward bound transport *Harbin* are totally unsupplied with money. The men complain bitterly of not being allowed to draw some portion of their money until they get mustered in. Many have six or eight months' pay to draw. Surely some arrangements could have been made to allow them to draw a certain amount for shore expenses, when they are allowed liberty. A spectator saw one man cutting the brass buttons off his coat and trying to sell two for ten in order to post a letter home; but the Japanese purchaser insisted on having three. During a conversation one man stated that he had sold his blankets in Yokohama to pay his expenses on shore, and that hundreds on board have only one fatigue suit and hat, and no underclothing whatever, everything that would realize a few cents having been sold. This matter should surely have received attention, especially as it is understood there are many transports immediately behind the *Harbin* en route for Manila.

## FOOTBALL.

A fast game was played last evening by six-side teams captained by Pinkney and Lowe. The latter's side was the first to score through Danby, but Kew for the side he represented capitalized, and the game ended one all. Several of the new members of the club were out and played a capital game. A very determined player is Hall, who is also very speedy. Holmby did some good things, and Cox showed up better than we expected. He should turn out a very useful member. It was a treat once more to see Danby and Lowe doing their sprits. Seth was in very good form and manipulated the ball very cleverly to the delight of the spectators. But he was unfortunate in getting a couple of hard bumps on the left shoulder. Now it gets dark so quickly the teams should start a quarter of an hour earlier. The end of the game yesterday was played in semi-darkness.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## A DANGEROUS HABIT.

DEAR SIR,—Might I through the medium of your paper, draw the Police Authorities attention to the dangerous habit the Chinese coolies have of carrying their bamboos on their shoulders while walking along the road. The height of the end of the bamboo is just enough to catch a person riding in a ricksha a nasty knock in the eye, in fact, this did happen to me only a few days ago, and if I had been able to catch that coolie, I am afraid it would have been a case of assault for the Police Magistrate to settle.

Thanking you, Sir, for your kindness for this insertion.

I am, etc., STRABO.

Hongkong, October 7th, 1899.

## TUNG WA HOSPITAL.

The Directors of the above beg to acknowledge with thanks the following donations to the Fund for the extension of the Hospital, &c.:

Already subscribed	\$32,345
The H.K. & Shanghai Bank	1,000
Messrs. Jardine, Matheson & Co.	750
" Butterfield & Swire	750
" Reiss & Co.	500
" John D. Humphreys & Son	500
" Arnschott, Karberg & Co.	300
" Shewan, Tomes & Co.	320
" Holliday, Wise & Co.	250
" E. D. Sassoon & Co.	250
" David Sassoon Sons & Co.	250
" Melchers & Co.	250
" Hon. J. J. Keswick	250
" Sir T. Jackson, Knt.	200
" Messrs. Douglas LaPraik & Co.	200
" Hon. E. R. Bellfios, C.M.G.	200
" Messrs. Gibb, Livingston & Co.	200
" Messrs. G. & Co.	200
" Mr. Ho Ngok-cho	200
" China Merchants S.N. Co.	200
" Mr. King-fuk Tong	200
" Mr. Yeung Nai-on	200
" Yee On Firm	200
" Kwong Wing Sang	233
" Yau Cheong	200
" Ming Kee Firm	200
Total	\$41,035

## HONGKONG LEGISLATIVE COUNCIL.

This afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present His Excellency the Governor (Sir Henry Blake, G.C.M.G.), the Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), the Hon. H. E. Pollock (Acting Attorney-General), the Hon. R. Murray Rumsey (Harbour Master), the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. G. (Colonial Engineer), the Hon. R. H. May, C.M.G. (Colonial Superintendent of Police), the Hon. C. P. Chater, C.M.G. (the Hon. Dr. Ho Kai, the Hon. E. R. Bellfios, C.M.G., the Hon. J. J. Keswick, the Hon. Wei A Yuk, and Mr. R. F. Johnston (Acting Clerk of Councils).

The following questions (by the Hon. T. H. Whitehead) of which notice had been given, were put to the meeting:

## THE NEW TERRITORY.

(1) With reference to the Honourable The Colonial Secretary's report, dated 8th October, 1898, on the extension of the Colony, which under Expenditure reads:—"The cost of administering the New Territory is estimated at \$125,000. The chief items are:—Police \$33,223; Surveyors \$14,400; Miscellaneous \$24,657; total \$72,280. When the work of survey has been completed such a large staff of surveyors will be unnecessary, but it is impossible to have been so completely out, that the land under cultivation should be surveyed as quickly as possible. Miscellaneous expenditure has been estimated at a high figure, as unforeseen expenses are sure to be large when the territory is first taken over," will the Honourable Member inform the Council how and upon what basis the said estimate was arrived at, and state whether the Honourable the Captain Superintendent of Police was satisfied that the said estimate of \$33,223 per annum would be adequate to efficiently police the New Territory, seeing that in the statement of expenditure in connection with the New Territory for 1898 had upon the table to-day the grand total of \$34,600, of which the police expenditure, actual and estimated, for April to December, 1898 is \$88,072.10?

Answer:—The estimate was based on the assumption that the territory to be taken over was peaceable and law-abiding, and that village constables, as pointed out in my report, would aid in the policy of the extended area. Events since this territory has been taken over show that a larger regular force is necessary. The estimate was made by me, and the Captain Superintendent is not responsible for it.

(2) Will the Honourable The Colonial Secretary lay upon the table a statement showing the expenditure incurred by the Colonial Government in consequence of the rebellion and disturbances and the armed Chinese opposition to British occupation of the Territory leased by the Imperial Chinese Government per the June Convention of last year?

Answer:—I beg to refer the hon. member to the statement of expenditure on account of the new territory which was laid on the table at the last meeting of Council.

(3) Through whose omission or neglect was it that the Government were not sooner informed of the presence in and around Tai-poh of two thousand armed Chinese with guns entrenched and in position which must have taken several days' preparation, and what precautions, if any, were taken to find out the actual condition of the Chinese on the borders of and in the New Territory between Mrs. May before ordering luncheon for a large number of invited guests, effecting insurance on the steamer *Jumbo* for the trip to Mrs. May which did not take place, and making elaborate arrangements for the opening ceremony at which it was proposed to hoist the British Flag at Tai-poh on 17th April last, all which arrangements, after considerable expenditure was incurred, were abandoned?

Answer:—The answer to the first part of his question is because they were not there before the 15th. The answer to the latter part is that the precaution was taken of observing the attitude of the inhabitants towards our workmen at Tai-poh and survey parties, which was apparently quite friendly, in addition to which nine elders of the district waited upon the Governor on the 12th April, expressed on behalf of the people in general their regret for what had occurred on April 1st and declared that the false report having been refuted the people had become more settled.

## SANITARY BOARD.

(4) Will His Excellency the Governor appoint a day for the election, by such Ratepayers as are included in the Special and Common Jury Lists and also by such Ratepayers as are exempted from serving on Juries on account of their professional avocations, of two Members to fill the vacancies in the Sanitary Board in accordance with Sections 3 and 5 of the Public Health Ordinance No. 24 of 1887, and will His Excellency the Governor appoint one European and two Chinese Members to the Sanitary Board in accordance with section 4 of the Public Health Ordinance No. 24 of 1887?

Answer:—4. Not at present. His Excellency is considering the matter.

## NEW LAUNCHES.

With reference to Financial Minute No. 12 in which the Governor recommends the Council to vote a sum of \$91,500 to cover the cost of three steam launches required by the Police in the waters of the New Territory, will the Honourable The Harbour Master inform the Council:

(1) Whether tenders for the construction of the launches have been invited from the various shipbuilding institutions in the Colony?

(2) If so, has any tender been accepted and if accepted what will be the cost of the respective launches?

(3) What are the sizes of the hulls and the engines?

(4) Will they be composite built or will the frames be of hard wood?

(5) If of the latter will the curved frames be natural or cut from straight timber?

(6) Whether launches constructed with curved frames cut from straight timber will be as serviceable and as durable as composite built launches?

(7) Whether launches with frames of wood are more costly than those with steel frames; and

(8) Whether Experts in Shipbuilding would pass launches built of curved frames cut from straight timber?

Answer:—(1) Yes. Tenders were invited from three local firms.

(2) The total cost of the three vessels will be \$91,100. In the interests of the contractors it is not proposed to give the respective cost of each vessel.

(3) The sizes of the hulls and engines are as follows:—

(1) Hull, 120' x 20' x 10. Engines of sufficient size to obtain the guaranteed speed.

(2) Hull, 85' x 14' x 9. Engines:—cylinders, 11" and 22" stroke 14.

(3) Hull, 75' x 15' x 8. Engines:—cylinders, 11" and 22" stroke 14.

(4) The frames will be of hard wood. The frames will be cut partly from natural crooks and partly from straight timber. As the Government does not intend building composite vessels, it is not in possession of the information necessary for replying to the question.

## THE "TANTAR."

Will the Honourable The Harbour Master inform the Council of the circumstances under which the Government refused clearance to the American transport *Tantar* on 13th September last, and granted clearance to the said transport on 14th idem without her having added in any way in Hongkong to her life-saving appliances?

Answer:—The passenger certificate allowed for 741 passengers and the number given as being on board was in excess of this. The Harbour Master was therefore obliged by law to refuse clearance. When he was informed, later, that the necessary life-saving apparatus for the larger number was on board, he at once granted clearance.

## CHINA TRADERS' INSURANCE COMPANY LIMITED.

At the Offices of the above Company yesterday, the 23rd ordinary meeting of shareholders was held when there were present Messrs. Thurburn (presiding), A. S. Garfit (Acting Secretary), A. Haupt, E. Goetz (directors), A. J. Raymond, Hon. C. P. Chater, G. H. Potts, J. Wheeler, J. Orange, E. Osborne, W. H. Dann, D. Gillies, G. de Champeaux, G. T. Veitch, Richardson, F. D. Goddard, R. H. Hill, C. Palmer, G. Stewart, and J. C. Peter.

After the Secretary had read the notice convening the meeting, The Chairman said:—Gentlemen, before proceeding with the business of the meeting, I would on behalf of the directors express the pleasure they have in meeting the shareholders in our new offices, which I think you will agree are more worthy of being the head office of this company than those we have lately vacated. The present offices are far more convenient and healthier for the staff, and we were fortunate in securing them easily at a very moderate rental, the increased cost to the Company being under \$900 a year. Turning to the report, which, following our usual custom, I presume you will take as read, you may remember that when we last met I remarked that although it was then too early to speak with confidence of the prospects of the then current year, I ventured to hope that when we next met we should be able to present a much better report than the one it was our duty last year to lay before you, and if you compare our present accounts with those of twelve months ago you will see that my guarded prophecy has been fulfilled. The outlook, however, for marine insurance business is not particularly bright. Rates with few exceptions show general improvement, and I am afraid I should hardly be justified in holding out hopes of any immediate change for the better. It is some satisfaction to know that we are meanwhile holding our own, and when any improvement does take place, we shall doubtless reap our full share of the benefit. Our loans on mortgage have been submitted to the usual annual scrutiny, and Messrs. Palmer & Turner report them to be satisfactory, and that the margins are most ample. I very much regret to inform you that our London Manager Mr. Waldemar Schmidt, has been compelled owing to ill-health to tender his resignation. Mr. Schmidt joined the Company and opened the London Branch in 1875, and the directors gladly avail themselves of this opportunity to acknowledge his long and valuable services. I am glad to be able to add that the London Branch will still in a measure enjoy the benefit of Mr. Schmidt's experience, as he has accepted a seat on the London Committee. The directors have appointed Mr. Garfit as his successor, and he will shortly leave for home to take up his new duties, and Mr. Wadman will become Acting Secretary pending Mr. Ray's return. Before moving the adoption of the report, I shall be pleased to reply to any questions that shareholders may wish to ask.

The report and balance-sheet were adopted, proposed by Chairman, seconded by Mr. Wheeler.

The appointment of Mr. Goetz as a director to fill the vacancy caused by the retirement of Mr. C. Bernemann, who has left the Colony, was confirmed.

Messrs. J. Thurburn and A. J. Raymond were re-elected directors.

Messrs. T. Arnold and H. U. Jeffries were re-elected auditors.

The Chairman, after thanking the shareholders for their attendance, said the dividend warrants would be ready to-day.

## THE ROYAL HONGKONG GOLF CLUB.

## QUARTERLY MEETING.

Although there was a fair attendance on the links, only a few cards were handed in. A tie resulted for all the events, as the table below will show:—

MACEWEN CUP.		
Mr. G. H. W. Sexton	103	18
Mr. G. Stewart	89	4
Mr. J. H. T. McMurtin	91	0
Mr. E. E. Deacon	110	18

23 entries.

The chairman, after thanking the shareholders for their attendance, said the dividend warrants would be ready to-day.

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## THE ROYAL HONGKONG GOLF



The press in Great Britain greatly aided us in the work, as many as 50 newspapers, such as the *Times*, the *Morning Post*, the *Chronicle*, the *Manchester Guardian*, the *Scotsman*, and the *Glasgow Herald* are included. Mr. Stead was close on the project for the *Review of Reviews*, and gave me an introduction to Russia. The British, and especially the canny Scotsman, move slowly (much like the Chinese) but none the less they listen to argument and are always ready with a word for the opposite side. The good will, moral sentiment, love of liberty, and the political honesty of the British people, command respect and reverence everywhere.

Early in the year we made two visits to Holland, of two weeks each. Having letters from Mr. Knobel, the Netherlands Minister at Peking, we were heartily received by the Dutch people. Conferences, specially called, were held at the Hague, in Amsterdam, Rotterdam, Leyden, Utrecht, and elsewhere. In the manufacturing section, near the German frontier, a special conference was held. A committee was formed, of which I was one. Afterwards made smaller and more haphazard, such men as Count von Bylandt, Baron de Poliers, Mr. Bergema, former minister of the Colonies, Mr. Plate, President of the Chamber of Commerce at Rotterdam, and Mr. de Jongh of the Dutch firm in Tientsin, were on this committee. Mr. Hoiz, represented the Chinese, and whose headquarters are in Hongkong, was a genuine, sincere, and well wisher. The committee, on account of Dutch position in the commerce of the past, and the nearness of the Dutch colonies to China, was specially interested in the Exposition part of the plan and so desired to raise £3,000 for such a building. In case of difficulty in securing this I proposed that £1,000 be raised to erect the Women's Social Hall and to be called the "Wilmshaus Hall." A memorial was then presented. The question of a reference held with the Minister of Foreign Affairs.

To Belgium was only allotted about a week. After talking with some of the business men interested in China, I was convinced that the memorial must be taken by the King or members of his cabinet. A memorial was presented to the King, and an audience would have been granted and it been possible to remain longer. I had several satisfactory conferences with the Minister of Foreign Affairs, and have since heard from him that the memorial had been sent to the Belgian Minister at Peking, and on a favourable report upon him the help of Belgium may be relied upon. Less than two weeks was passed in Paris; results could scarcely be expected to be as great as from ten months in England or the States, still the cordiality was beyond my expectations. I received much aid from M. Gerard, former Minister at Peking, now at Brussels. He presented a memorial for me to the French Minister of Foreign Affairs, and commended me to his friends. The presentation of my memorial to the Minister of Education, and to the Minister of Finance, and to the professors in the Collège de France, the École Normale Supérieure, and others. Owing to

**IOHANG.**

The correspondent of the *N. C. Daily News* sends the following to that paper:—

September 29th.

A DANGEROUS RUMOUR.

News has come from Wansien, Szechuan, that rumour is rife of well-poisoning by foreigners. No missionary is at present at Wansien, but some protest, or other two servants of the mission have been lodged in the *yamen* and been caged. A party of missionaries from the West is expected here soon, so full particulars will be received.

THREATS.

I have in my possession a sheet of paper written closely over with characters. It was found inside a native cake which had been thrown into the Church of Scotland Mission compound. It vows vengeance against the native officials and against all foreigners and native church members.

THE REBELLION.

which was squashed in the early part of the year, but evidently not quite extinct, is to break out again with renewed vigour next year. No mercy shall be shown to foreigners or those connected with them. Nanking will once again become a capital of China and one shall be set up there as Emperor. This may be only bluster, but still it shows how widespread the discontent is, and that a good determined leader could raise a following in this neighbourhood which would cause much trouble in China.

ITEMS.

Some Japanese and a Korean arrived by the *Kaiting* yesterday. The Korean was seen inside the city-to-day accompanied by a party of Chinese showing him round. The river which was on the rise in the beginning of the week is falling rapidly. The weather is clearing up and looking brighter. The cotton crop has not been much damaged by the rain and the farmers are busy picking and bringing it into market.

It would be a boon if the foreigners here could establish a market for the sale of vegetables and other produce. Within the last few years prices have gone up considerably. Fish, fowl, game, and eggs are about double the price, owing, we suppose, to a greater demand. But the servant in foreign employ must be having a big "squeeze." At present the tael is selling at 1,200 cash and the dollar at 900. There is a dearth of cash, owing to increased business in the port—hence the poor exchange.

Yesterday afternoon a cricket match was played between the *Woodcock* and Ichang residents. The *Woodcock* was victorious, but the *Ichang* match is played perhaps the residents will make a better show.

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**FIRE ON BOARD A RIVER STEAMER.**

A fire broke out on Tuesday morning on board of the Chinese-owned steamer *Zill* sailing under the British flag whilst off Otter Point, below Kinkiang, *enroute* from Honkow. It appears that one of the native firemen, says the *N. C. Daily News* of the 7th, was searching for something in the engine room bilges with a naked light when a quantity of oil that was stowed there ignited, and the outbreak was such as to drive those in the engine room on deck. The engines could not be handled and not knowing to what extent the conflagration would reach, the vessel was beached about four miles below the point. The flames prevented the use of the fire pumps below and as there was, strange to say, no portable force pump in the ship, water could only be thrown in an inefficient manner by the deck buckets. A panic naturally ensued amongst the Chinese passengers and many sought *terra firma* immediately the vessel was beached which took place about half-past ten. Fortunately the bulkheads were iron or the vessel would have been under the list of ships burnt on the Yangtze. The oil quickly burnt itself out and apart from the destruction of the wood-work below, little damage was done. At 1 p.m. the China Navigation Co's steamer *Poyang* appeared on the scene and by request towed the vessel off, the Chinese passengers, realising the danger was past, quickly boarding, and the vessel arrived here on Thursday apparently none the worse for the mishap.

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**THE AMERICAN MAIL.**

The following telegrams are from San Francisco papers:—

**Holland said to Desire to give up Curacao and other Holdings.**

BERLIN, September 2nd.

The *National Zeitung* says Holland would be glad to relinquish her hold on Curacao and other islands off the coast of Venezuela, but it is feared in Holland the Monroe doctrine would be applied, and especially as there is bad blood between Holland and Venezuela. The *National Zeitung* quotes Dutch papers to show that the experience of Spain has not been lost on Holland, and adds: "Doubtless this makes Holland desire a treaty with Germany."

**London Suffers from Dullness.**

LONDON, September 2nd.

Except the small incursion of society on folk Thursday to see Mrs. Langtry's first night in "The Degennerates," London remains in the social doldrums. Partridge shooting commenced Friday, luring to the country the few who still remained in the metropolis. The birds are reported to be plentiful. There is such a dearth of matters of interest that even the recent special election in the Eighth Missouri district for a successor to Congressman Richard P. Blair has been utilized as the topic of the day. The men are still weak and really still some of the possible political unequals in the United States.

The arrival of rain during the week and the consequent banishment of the hot weather was apparently responsible for a considerable increase in the United Kingdom's death rate, especially among children.

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**Cannibal Seamen Tell of Sufferings.**

CHARLESTON (S. C.), September 3rd.

For the first time since being brought to this port sailors Anderson and Thomas, who ate the flesh and drank the blood of their fellows, and who were picked up from a raft of the Norwegian bark *Drot*, have told to-day of their sufferings. The men are still weak and really still some of the most muddled. The stories given to-day differ in many details from the first accounts brought in by the steamer *Woodruff*, but the sailors are all insane and in no mood to give any authentic details further than the main facts of the killing and eating of their comrades are true. Thomas, the Norwegian, is a mere lad, and he can talk bits of English. His mind is not clear as to the number of men on the raft.

"When the lots were drawn for the victim," he said, "we waited ten days without food, and then had to kill a man to let the others live. I met some friendly ship might come along and pick us up. We took splinters from the raft for straws. There was a long straw, and the man who drew it was to die. It fell to the German, and he submitted without a fight."

There was a chunk of iron on the raft, the man said, and the plan was to knock the German on the head and then stab him to his heart when he sprawled on the raft. One of the men took the iron, another stood ready with

the knife and the German was brainsick quick as a flash. The knife was driven into his breast and the victim's blood was drunk. The bodies of the men who died were fed to sharks.

Thomas has sores on his mouth. Anderson shows no signs on his face. His cheeks are sunk and his eyes are deep in his head. The men will be kept in the hospital until they have recovered. There is no belief that the courts will handle the case, as it is admitted that nothing can be done, in view of the fact that the men entered into a compact that one should die for the rest.

### General Strike of Seamen and Firemen.

LONDON, September 3rd.

The demonstrators organized to-day at Cardiff, Hull, Bristol, and Liverpool by the Sailors' and Firemen's Union were well attended. At all the meetings resolutions were adopted to strike unless the increase in wages asked for was granted.

LONDON, September 4th.

The general strike of seamen and steamer firemen, which has been threatened, for some time, was declared to-day, the shipowners refusing to accept the invitation of the Seamen's and Firemen's Union for a conference fixing the rate of wages for firemen and sailors on steamers at £4 monthly, a slight advance on the average wages now paid at the various British ports.

Reports as to the effect of the movement have not yet been received except from South Shields where it is stated, two thousand men have gone out.

Many meetings have been held in the vicinity of the London docks the speakers expressing the determination of the men to remain idle until their demands have been granted. But traffic at this port has not yet been affected, and it is not likely that the strike will be completely organized for several days, and until its result will not be known and its effect will not be keenly felt. The manifesto of the union ordering the strike includes all the ports in the United Kingdom.

### Prince Lobengula is Arrested and Charged with Molesting White Women—the Husband of Miss Jewell.

LONDON, September 4th.

Prince Lobengula, the alleged Matabele chief who recently married Miss Jewell was arrested on a charge of disorderly conduct.

The policeman who made the arrest said he saw Lobengula, fresh from his honeymoon at Eastbourne, with several other coloured men, accosting respectable white women who passed along Little road, outside the entrance to the exhibition. The Prince, it was charged, took hold of the women, who screamed and ran away. The policeman said that as he had seen the prisoner act in that way before he took him into custody. He also declared it was a nightly occurrence for coloured men outside the gates of the exhibition to molest women who came over the bridge.

Lobengula's attorneys say they knew the women, but he could not explain why they screamed and fled. The magistrate said he regretted that the women who were molested did not appear to prosecute, as then he would have been able to punish the offender severely. He bound the prisoner over for good behavior for six months, and told him to keep the peace, otherwise he would get into serious difficulty. The prisoner was then released.

### Would give Killarney to the Irish.

LONDON, September 6th.

Announcement was made here to-day that Sir Thomas Linton has offered £350,000 for the Lakes of Killarney. If his offer is accepted, he intends to make a present of the beautiful estate to the Irish people. It is his intention to invest the title to the property in the hands of trustees, who will forever maintain and preserve it as Irish national property.

### New evidence of a great plot in France.

NEW YORK, September 6th.

A special to the *World* from Paris says: New evidence has been discovered in the recently unearthed plot against the Republic which makes the charges against Paul Deroquede and his colleagues much more serious. While arrests are looked for at the conclusion of the Dreyfus trial, the plot was well advanced and well planned. New documents seized include a number of the Duke of Orleans' autograph letters to Deroquede which leaves no doubt of the guilt of many high political personages. Most of the Generals implicated in the Dreyfus affair were in the plot and a number of clericals. The trial before the Senate begins on September 18th and will be more sensational than the Dreyfus case.

### Forest Fire in France.

MARSEILLES, September 11th.

Extensive fires are raging in the woods near Marseilles and Arles, at least ten miles of forest being in flames. A number of chateaux have been destroyed and others are threatened.

### Found No Trace of Aeronaut Andree.

GOTHENBURG (Sweden) September 11th.

The steamer *Antarctic* which left Helsingborg, Sweden, on May 23th last, with an expedition under Professor A. G. Nathorst, was spoken off the Skaw, the northern extremity of Jutland, Denmark, to-day on her return from her search along the northwest coast of Greenland for Professor Andree. She reported that she had found no trace of the missing aeronaut.

### ST. PETERSBURG SENSATION.

FOUR YEARS FALSELY IMPRISONED.

Some sensation has been caused in St. Petersburg by the discovery that accused persons can be falsely convicted by a properly constituted Court in Russia as well as in France, although their trial produces the strongest doubts as to their guilt. A remarkable case in point has just been brought to light and announced by the *Novosti*. More than four years ago a man named Alexander Takma was tried in the town of Penza for the double murder of the widow of General Boldereff and her servant, and sentenced to 20 years' hard labour on the Island of Sakhalin. The *Novosti* now reprints an article which, published at the time, pointed out the unsatisfactory and inconclusive character of the evidence together with the startling news, confirming its worst suspicions, that a telegram has just been received there by Colonel Tahmt, a relative of the convict, stating that the real murderer has given himself up and made a full confession. The trial was much commented upon throughout the country as one of the *causes celebres* of Russia, and when the jury came to deliver their verdict the foreman completely broke down with emotion (as was quite able to announce the the "guilty." An appeal was rejected to the Senate for a new trial, but was defeated. Several of the newspapers are very severe in their strictures on the causes of this failure of justice, especially as there appear to be no means in that country of claiming compensation for false imprisonment.

**REMOURED LOSS OF A FRENCH MISSION.**

A courier who has arrived at Tripoli, says a dispatch of September 11th, reports that the French mission headed by Fr. Foureau and Major Lamy has been annihilated. He says the mission was attacked by an immense body of Tuaregs, who, after suffering terrible loss, killed all the members of the mission by force of arms.

On March 22nd a dispatch was transmitted from Algiers to Paris that a party of Tuaregs had attacked a European expedition on its way to Air, in the Sahara, killing 100 men and capturing parts of its caravan. It was said that the expedition attacked must have been the Foureau-Lamy expedition, but on March 23rd official dispatches reached Paris from Diskara, 247 miles south-east of Algiers, that the Foureau-Lamy expedition had arrived at Agades some months earlier, and that, therefore, it could not be the party killed by the Tuaregs.

**SHIPPING REPORTS.**

Captain Douglas, of the steamship *Formosa*, from Tamsui, reports:—Tamsui to Amoy fine weather throughout. Amoy to Swatow moderate breeze, overcast, and slight rain. Swatow to Hongkong fine weather throughout. Vessels in Tamsui on the 8th inst.:—Nil. In Amoy on the 9th:—*Hu-fu, Clio, and Sakurada*. In Swatow on the 10th:—*Chinkiang, Hanchow, Newchwang, and Foochoo*.

**NOTANDA.**

**CALENDAR.**

**OCTOBER.**

*Meteorological means based on fifteen years' observations to 1895.*

Barometer .....	29.982
Thermometer .....	76.2
Humidity .....	71
Rainfall .....	5.794

**YESTERDAY.**

**WEATHER REPORT.**

	On date at 4 p.m.	On date at 4 p.m.
Barometer .....	30.15	30.07
Temperature .....	77	75
Humidity .....	52	63
Rainfall .....	—	—

**TO-DAY.**

Wednesday, 11th October, 1899.

Chinese—7th of 6th moon of 25th year of Kwang-shi.

Sun—Rises .....	5hr. 56min.
Sets .....	5hr. 35min.
High water—Morning .....	none
Afternoon .....	5hr. 12min.
Low water—Morning .....	5hr. 0min.
Afternoon .....	5hr. 12min.

**ANNIVERSARIES.**

1399—Order of the Bath instituted.  
 1492—America discovered.  
 1797—Battle of Camperdown.  
 1866—Hongkong and Whampoa Dock Co. formed.  
 1880—Señor Garay, Spanish Consul at Shanghai, accidentally drowned at that port by falling into the Kwangpo River.  
 1881—The first steamer (the *Alfred*) left Hongkong for London with passengers to establish a Chinese firm there.  
 1896—Death of Archbishop Benson of Canterbury.  
 1898—Hongkong and Shanghai Bank Co. sign contract for loan of £2,300,000 to Chinese Government for Newchwang railways.

**TO-MORROW.**

Thursday, 12th October, 1899.

Chinese—8th of 6th moon of 25th year of Kwang-shi.

Sun—Rises .....	5hr. 56min.
Sets .....	5hr. 37min.
Moon—First Quarter 4hr. 40 p.m.	
High water—Morning .....	5hr. 35min.
Afternoon .....	5hr. 20min.
No inferior high—nor low—water.	

**ANNIVERSARIES.**

1834—Mr. J. F. Davis appointed Chief Superintendent of British Trade in China.  
 1842—Evacuation of Afghanistan by the British.  
 1860—Peking surrendered to French and English.  
 1872—Revolt in the Philippines.  
 1879—General Roberts victoriously entered Kabul.  
 1888—Chinese steamer *Wailing* lost off the Pescadores.  
 1889—Discovery of a lead mine in Hongkong announced.  
 1898—The Chinese Emperor and Empress start for the Holy Land.

**SHIPPING AND MAIL NEWS.**

**MAILS DUE.**

Indian (*Arratoon*) 13th inst.  
 Australian (*Changsha*) 13th inst.  
 English (*Chusan*) 14th inst.  
 German (*Bayern*) 17th inst.  
 American (*Cepic*) 26th inst.

The Silk ex Co.'s steamer *Olympia* arrived in New York on the 9th inst.

**HONGKONG AND WHAMPOA DOCK RETURNS.**

Isle de Cuba .....	at Kowloon Dock
Sala de Luzon .....	" "
Kiangpak .....	" "
Simila .....	" "
Amara .....	" "
Iberal .....	" "
Empress of China .....	" "
Greeneshire .....	" "
Yan Pini .....	" "
2, Juan d' Austria .....	Cosmopolitan "
Songwai .....	" "

**PASSED THE CANAL.**

Outward—15th September—*Sanuki Maru*,  
 16th, *Oberin*, 16th September—*Lady Siberia*, 22nd September—*Malacca*, 26th September—*Energia*, *Adria*, *Anapa*, *Bamberg*, *Foranor*, 29th September—*Anapa*, 3rd October—*Indravelli*, *Ixion*, *Kintuck*, *Vindobona*, *Takata Maru*, 6th October—*Japan*, *Varva*, *Indawanted*, *Idomenens*.  
 Homeward—6th October—*Ernest Simons*, *reussen*.

**Shipping.**

**Arrivals.**

LEEDY MARU, Japanese steamer, 3,902 J. E. Allen, 10th Oct., San Francisco 12th Sept., and Shanghai 8th Oct., General—P. & O. S. N. Co.  
 FORMOSA, British steamer, 674, J. Douglas, 11th Oct., Tamsui 8th Oct., Amoy 9th, and Swatow 10th, General—Douglas, Lapraik & Co.  
 AIDZURU MARU, Japanese steamer, 667, T. Ogata, 11th Oct., Amoy and Swatow 10th Oct., General—Mitsui Bussan Kaisha.

Clearances at the Harbour Office.		
<i>Prosper</i> , Norwegian ship, for Hongkong.		
<i>Hue</i> , French str., for Hainan.		
<i>Hainan</i> , British str., for Swatow.		
<i>Kienpak</i> , Chinese str., for Shanghai.		
<i>Nanchang</i> , British str., for Tientsin.		
<i>Anping</i> , Chinese str., for Canton.		
Departures.		
Oct. 11, <i>Sachsen</i> , German str., for Europe.		
Oct. 11, <i>Fausang</i> , British str., for Shanghai.		
Oct. 11, <i>Langsuy</i> , British str., for Singapore.		
Oct. 11, <i>Campana</i> , British str., for Kobe.		
Oct. 13, <i>Nanchang</i> , British str., for Tientsin.		
Passengers—Arrived.		
Per <i>Formosa</i> , from Coast Ports—Mr. Lim On Kien and servant, and 225 Chinese.		
Per <i>Nippon Maru</i> , from San Francisco, &c.—Messrs. F. Marsland, K. Ota, Miss J. Clemmens, Mrs. Steiner, W. de Long, M. Hyde, J. F. Smith, Master Shiao, Miss Richardson, Mrs. L. V. Musso, Dr. H. H. Haas, U.S.N., Mr. and Mrs. Chas. E. Richardson, Mr. F. Wengel, Mrs. and Miss K. L. Piver, Mr. and Mrs. R. S. Thomas, Misses Thoms (2), Mr. and Mrs. K. Hirota, Mr. M. Kutschera, Mrs. E. Renjes, Miss Elsie Renjes, Mr. and Mrs. Wm. Haywood and servant, Master Haywood, Miss Doris Haywood, Messrs. C. Page, G. Hayakawa, Dr. Gertrude Halley, 2 Europeans 3 Japanese and 104 Chinese.		
Per <i>Doric</i> , for Shanghai—Hon. E. H. Conger, U.S. Minister and native servant, Mr. F. D. Gheshere and native servant, Mrs. N. E. Irwin, Messrs. W. E. Schiele, H. Burton and 2 native servants, T. Christiani, A. Ziekornmann, Lieut. N. E. Irwin, Messrs. E. A. Hardon, Ellis Kelly, Sin Yak Fan, Master Alfred Fan, and Mrs. San Tak Fan, For Nagasaki—Messrs. W. Dunlop and Gomez, For Kobe—Mr. Walter H. Fowler, Misses H. L. Levesley and McIntyre, and Mr. A. Fucis, For Honolulu—Mr. H. H. York Kai and native servant, Mr. Wong Tin Chong, Mrs. Loo Chong She, Mr. Lee Choo, Mrs. Chang Shee, Mrs. Leong Hung Hin, Mr. Lin Coon Chuck, and Miss Loo Hin On. For San Francisco—Dr. B. Apple, Mr. and Mrs. J. M. James, Mr. Wong Wing Lee, Mrs. Wong Chong She, Miss Wong Hin Hee, Mrs. Wong Chu She, Miss Wong Lee, Messrs. Arthur Clubb, J. C. Pace, Mrs. Jung Sun Ying and infant, and Dr. M. W. Franklin.		
Per <i>Sackram</i> , from Yokohama for Genoa—Messrs. S. Merobuch, H. Shoda and M. Wogehara. For Southampton—Mr. and Mrs. Read, 2 children and nurse, Miss M. Oskali, and Mr. Smith. For London—Mr. H. Ziegler. For Bremen—Messrs. W. Ledder, M. Vetterlich, C. Niemyer and Th. B. Schmidt. From Kobe for Southampton—Mr. J. B. Barrett. From Nagasaki for Genoa—Mr. G. Sammariva, and Miss M. Sammariva. For London—Mr. J. Campbell. From Shanghai for Colombo—Mr. and Mrs. Dyer. For Genoa—Mr. and Mrs. O. Am, Mr. and Mrs. Baze, Mrs. Bonfield, Messrs. B. Frazer, G. de Doss, H. Schwarzenberg, W. T. King, Sister Alma and Rosalie. For Southampton—Mr. G. M. Wylie. For London—Mrs. Norman, Mrs. Duly, Mrs. Barnett, Messrs. C. I. Payn, Ivanson, Hornsby, P. Y. Gilling, and Miss Crocker. For Antwerp—Mr. R. Pirmex. For Bremen—Messrs. Zitelmann, En Hu, Chung Cheng Shih, Yung Hu, Tang Te-hsuan, C. Muller, and 3 German Soldiers. For Hamburg—Mr. E. Magnus, Mr. and Mrs. E. T. Hill, Mr. and Mrs. N. Kuegren, and Mr. K. E. Landgreen. From Hongkong for Singapore Mr. and Mrs. G. J. Schacter, For Colombo—Mr. and Mrs. C. Weinberg, Miss A. Berg, Mr. M. Lehmann. For Port Said—Mr. and Mrs. H. Laberg. For Southampton—Mrs. Retzlaff. For Bremen—Mr. H. Huchting. For Genoa—Mr. P. Schmidt.		
STEARERS EXPECTED.		
Names.	From.	Due.
Pekin	Singapore	To-morrow
Sanuki Maru	Singapore	To-morrow
Changsha	Port Darwin	Oct. 13th
Araratton Apear	Singapore	Oct. 13th
Poseidon	Singapore	Oct. 13th
Chusan	Singapore	Oct. 14th
Chayuan	Colombo	Oct. 17th
Kiungsa Maru	Yokohama Id.	Oct. 19th
Mike Maru	Bombay	Oct. 23rd
Coptic	San Francisco	Oct. 26th
We would direct the attention of shipping firms to the style in which the "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully request the managers of the firms to give directions to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.		
PROJECTED SAILINGS.		
Ship.	Destination.	Date.
Aberceldie	Portland, &c.	Nov. 11th
Algoa	San Francisco, &c.	Nov. 21st
America Maru	San Francisco, &c.	Nov. 14th
Andalusia	Havre, &c.	Nov. 15th
Argyll	New York, &c.	Oct. 25th
Amberg	Havre, &c.	Nov. 30th
Bayern	Straits, &c.	Nov. 8th
Vireconshire	Victoria, B.C.	Oct. 28th
Calchais	London, &c.	Oct. 17th
Candia	London, &c.	Oct. 24th
Carlisle City	San Diego, &c.	Dec. 15th
Carverishshire	San Diego, &c.	Nov. 15th
Challenger	New York	Oct. 20th
Changsha	Kobe & Yokohama	Oct. 13th
China	San Francisco, &c.	Dec. 16th
Chusan	Shanghai	Oct. 13th
City of Dublin	Victoria, B.C.	Oct. 14th
Coptic	San Francisco, &c.	Nov. 4th
Coromandel	Europe, &c.	Oct. 14th
Doric	Manila, &c.	Oct. 12th
Eastern	San Francisco, &c.	Dec. 23rd
Emp. China	Sydney, &c.	Oct. 20th
Emp. India	Vancouver, &c.	Oct. 25th
Emp. Japan	"	Nov. 22nd
Formosa	"	Dec. 20th
Gormon	Amoy & Tamsui	Dec. 12th
Haclaic	San Francisco, &c.	Nov. 12th
Haimun	Swatow	Oct. 12th
Hakui Maru	Swatow	Oct. 26th
Lector	London	Nov. 14th
Leidberg	Havre, &c.	Nov. 5th
Longkong	San Francisco, &c.	Dec. 9th
Lova	London	Nov. 2nd
Msuga Maru	Japan	Oct. 21st
Nawachi Maru	Marseilles, &c.	Nov. 3rd
Nishina Maru	Victoria, B.C.	Oct. 19th
Osaka Albert	Strait, &c.	Dec. 13th
Nidurum Maru	Swatow, &c.	Oct. 13th
Palacca	Japan	Oct. 31st
Nippon Maru	San Francisco, &c.	Oct. 19th
Nanf.	Marseilles, &c.	Oct. 30th
Nansang	San Francisco, &c.	Oct. 25th
Nrestes	London	Oct. 31st
Nkhioi	Vladivostok	Oct. 13th
Nseidon	Yokohama & Kobe	Oct. 14th
Nussen	Straits, &c.	Jan. 10th
Queen Heinrich	Straits, &c.	Dec. 27th
Queen Adelaide	Victoria, B.C.	Nov. 18th
Queen Victoria	Sing	



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU W. Townsend	Kobe and Yokohama	To-morrow, 12th October, at Noon.
KINSHU MARU W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe & Yokohama.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU J. W. Wale	MARSHALLS, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said.	SATURDAY, 21st October, at Noon.
KASUGA MARU E. W. Haswell	NAGASAKI, Kobe and YOKOHAMA	SATURDAY, 21st October, at 4 P.M.
HAKUMI MARU W. Nishimura	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WU-HAI, CHEFOO, CHIENTUNG & NAGASAKI	THURSDAY, 26th October, at Noon.
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.
KAWAKI MARU J. T. Thompson	MARSHALLS, LONDON, and ANTWERP, via Singapore, Penang, Colombo & Port Said.	FRIDAY, 3rd November, at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th October, 1899.

## "CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a]

## PHOTOGRAPHIC

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[1239a]

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## THE POPULAR DINING ROOMS,

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Hongkong, 9th October, 1899.

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BEECHAM'S PILLS

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SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS &amp; CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

[1247a]

## Masonic.

LODGE ST. JOHN, 618, S.C.

NOTICE is hereby given that the usual MONTHLY REGULAR MEETING of the above Lodge will be held in the MASONIC HALL, Zealand Street, TO-MORROW, the 12th instant, at 8 for 8.30 p.m. precisely. All Visiting Brethren will be welcome.

Hongkong, 10th October, 1899.

## Insurances.

QUEEN INSURANCE COMPANY.

(Now Merged in the Royal Insurance Co.)

THE Undersigned having been appointed Agents for the above Company are prepared to Accept FIRE RISKS at Current Rates.

E. D. SASSOON &amp; CO., Agents.

Hongkong, 12th October, 1899.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

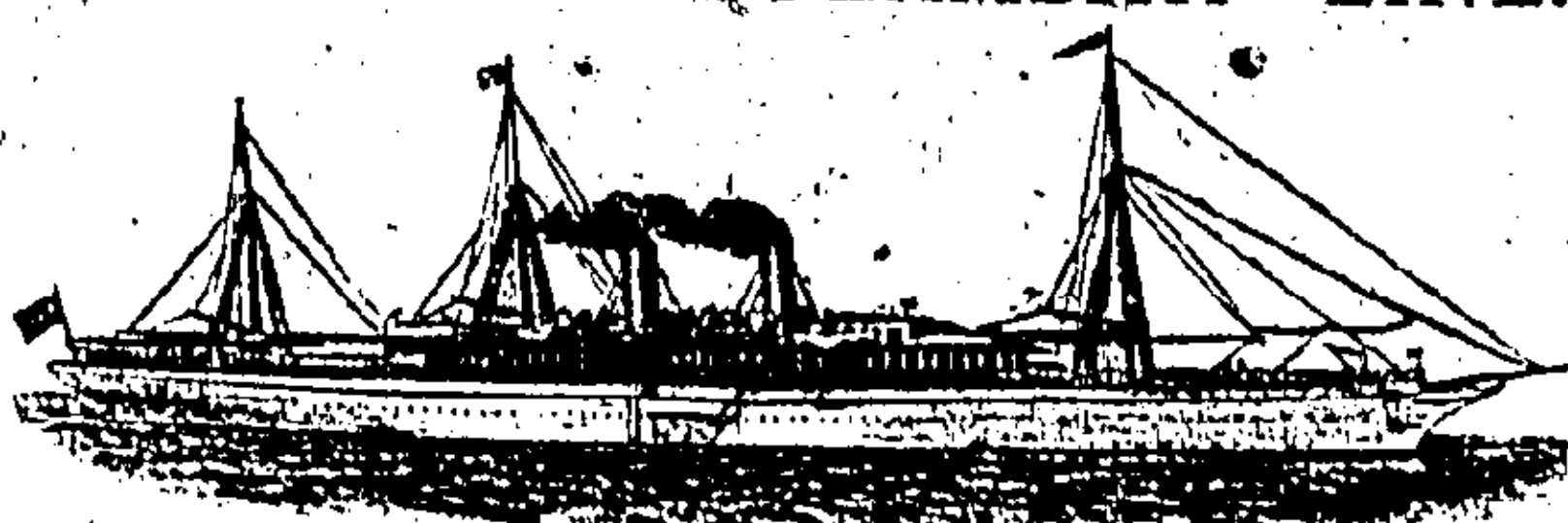
SIEMSEN &amp; Co., Agents.

Hongkong, 28th May, 1899.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. C. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, 27th September, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, NORTHERN PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

[1310]

## SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L.I. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG &amp; CO.

Hongkong, 20th September, 1899.

[1498]

FOR NEW YORK.

THE 3/3 A.L.I. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG &amp; CO.

Hongkong, 19th September, 1899.

[974]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Dublin... 3,358 J. R. Rae... Oct. 14.

Broomfield... 3,357 R. Peebles... Oct. 28.

Queen Adelaide... 2,832 F. McNair... Nov. 15.

Sisal Trench... 3,877 W. Auer... Dec. 9.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberdeen... 3,777 J. Murray... Nov. 11.

Monmouthshire... 2,874 W. A. Evans... Dec. 23.

Aberdeen... 3,777 J. Murray... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The VILLOWING NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th September, 1899.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &amp;c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped direct to Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1899.

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CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co.

Hongkong, 11th September, 1899.

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## Mails.

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAVRE and HAMBURG.	14th Oct. Freight and Passage.
*JAGER	(LONDON with transhipment in HAMBURG)	14th Oct. Freight and Passage.
*HEIDELBERG	HAVRE and HAMBURG.	About 5th Nov. Freight and Passage.
*SCHLIDER	(LONDON with transhipment in HAMBURG)	About 15th Nov. Freight and Passage.
*ANDALUSIA	HAVRE and HAMBURG.	About 20th Nov. Freight and Passage.
*SCHNEIDER	(LONDON with transhipment in HAMBURG)	About 20th Nov. Freight and Passage.
*SIBIRIA	HAVRE and HAMBURG.	About 30th Nov. Freight and Passage.
*HILDEBRANDT	(LONDON with transhipment in HAMBURG)	About 30th Nov. Freight and Passage.
*BAMBERG	HAVRE and HAMBURG.	About 30th Nov. Freight and Passage.
*Mayer	(LONDON with transhipment in HAMBURG)	About 30th Nov. Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra... 3,406 about Oct. 20

Cornwall... 2,929 about Nov. 15

Carlisle City... 3,002 about Dec. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 7th October, 1899.

[1310]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

\*ONSANG (via Nagasaki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

\*ALGOA (via Nagasaki, Kobe & Yokohama) Tuesday, 21st Nov., at Noon.

\*CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Dec., at Noon.

(\* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 11th October, 1899.

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## NORDEUTSCHER LLOYD.

## NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON



## THE REIGN OF LILY LANGTRY.

After all, as Mrs. Langtry has demonstrated, the easiest thing in the world for a clever woman to do is to marry a man.

Mrs. Langtry is not, from any point of view, the financial, matrimonially desirable. She is forty years of age, at forty the most wondrous feminine beauty must begin to fade.

She has for twenty years been the most sumptuous, conspicuous, world famous coquette of her time.

Scandals lie as close in her story as beads on a string.

Yet she is blithely led, to the altar by an infatuated young man of eight and twenty who is heir to a noble name and the future King of England says, "Bless ye, my children."

Between Mrs. Langtry's two wedding days lies a brilliant career of conquest as a beauty.

The first chapter of her life reads milky white as a story book for the eyes of the considered young person. It is something like this.

Charlotte Le Breton, daughter of the good dean of the Church of England on the fair Isle of Jersey, grew in beauty day by day (like the children in the poem) until she reached the age of eighteen. She was a splendid, strong, happy young girl, enraptured with the joy of living. She could swim and row. She was carefully educated, but not over-educated. In her eighteenth summer came one Edward Langtry, a fairly good-looking, amiable, middle-aged Englishman of moderate fortune. He fell in love with her, of course, as any merely human man of disengaged fancy must have done. The dean and his wife thought it a good match for their daughter, and so they got married.

And lived happily ever after?

Well, no. That's what would have happened if it had only been a story in the young person's story book. Being Mrs. Langtry's story it is not for the young person at all.

The second chapter—the chapter she has presumably just closed—is the story of Mrs. Langtry and the men who made her famous.

On the cheerful Isle of Jersey no suspicion ever entered her happy young mind that she would ever be famous, so when she settled down in a cosy, well-appointed cottage on the outskirts of London with her heavy, dull, dotingly husband it was with never a thought of being the bright particular star in London's splendid life; but her husband had the British love of sport, he now and then brought a racing friend home to meet his lovely young wife.

Sir George Chetwynd happened to be one of his racing friends. Sir George is a long, slim, exquisite of a man, with a hint of a wolf in the high-bred face. He is an accomplished man of the world—a connoisseur of thoroughbreds and pretty women. He was some years ago involved in a turf scandal, and on bringing suit against Lord Durham of the Jockey Club was awarded one hundred damages for the harm done to his reputation. Sir George was not long in discovering that Mrs. Langtry was an uncommonly handsome young woman. She was too lovely to be left under a bush. He got the Langtrys asked about to houses they hadn't dreamed of visiting. He called the attention of the Prince of Wales to her—and the Prince of Wales made her famous. This beautiful, vivacious, tall young English girl with her fresh delight in the world of fashion became the rage. She was asked everywhere by royal suggestion, to please the royal fancy, to satisfy curiosity. When she entered a ball-room people stood on chairs to see her. The day came when the dull husband found himself buried under the famous beauty bade him good-bye. While she was turning over the plan of opening a milliner's shop, the far more desirable opportunity came to go on the stage, and she seized it with both hands.

She has never discovered any talent for acting, but royal patronage and human curiosity made her a financial success. She soon had her own house in London, and when she sold her effects preparatory to her visit to America the auction provided a nine days' sensation by the elegance and richness of the belongings offered.

When she visited America some seventeen years ago, she was in the freshness of her beauty and on the top wave of her advertising. The immense crowds of New York stood in line, as it were, seeking her acquaintance, and Frederick Gebhardt, young, good-looking, rich and prodigally free-handed, won her favour. He toured the country at her heels, he knocked down intrusive reporters for her; he sat opposite her at the little dinners and little suppers she gave at her house in Twenty-third Street in New York; he loaded her with presents, and he took delight in showing her off to his friends.

Gebhardt was a good fellow enough, but he had not absorbed enough education to be really injurious to his health. His notes to the beauty had gems like this: "When I saw you last night." But whatever his literary style, his admiration was genuine. He and the Lily went to California and bought adjoining ranches in Lake County, and who knows what would have happened if Langtry had died or consented to a divorce.

But he didn't—George Abington Baird, with a fondness for pugilists and races and possessed of a million pounds sterling, crossed the Lily's horizon.

There were tiffs. Gebhardt made a visit to her in London and went home to live or something. He recovered from it, with a white streak in his jet moustache, and after a time found balm in a sweet wife.

Baird, whose repulsive face was a mirror of his brutish nature, was as slowly attracted to Mrs. Langtry as a dog. He showed her his wealth on her. He gave her the fine yacht, the *Wylly Lady*, which she afterwards sold to the Ogden Goleis. He gave her a fine racing establishment at Newmarket and some of his best horses, Millford among them.

Mrs. Langtry has been able to win and hold admirers with more than her pink and white statuette beauty. She has exceeding tact and charm of manner. She is always amiable and cheerful and sympathetic. She is always interested in the man she is talking to, and she makes him feel that she interests her. She has reduced the pleasing of men to a fine art. They find her house comfortable. They find her cook excellent. They find her men well arranged, her wines well selected. She dresses for their eyes. Their tastes decide her amusements. Few men can resist such blandishments—and few whom she has cared to win have. Half a dozen men have been willing to marry her. Young and old and middle-aged have raved over her and sued for her favour. Even young Lord Roslyn, the step-son of her civil beauty, the Countess of Warwick, has been conspicuously captive to her charms—so much so that his pretty young wife went home to her father until the youth was brought to his senses, and even then London was scandalized that the mature beauty allowed the younger to dabble attendance on her.

Mrs. Langtry's admirers—and her stage ventures have made her a very rich woman. Since she said good-bye to her husband she has always been luxuriously housed and beautifully gowned. She has had her horses and equipages and jewels. She has had her yacht and she has her racing establishment. As Mr. Jerry says, she is no small figure on the

English turf. She keeps from fifteen to twenty horses in training, and her colours—turquoise and fawn—with gratifying frequency catch the judge's eye.

Through all her career as a beauty she has kept a certain position of her own. She did not drop from society into Bohemian London, but made a little circle for herself. When the women of her set closed their doors to her she retaliated by opening her doors to their men.

She was made the heroine of a popular sensational novel, "As in a Looking Glass," with a young man, "Lena Despard," however, makes exit by the chloral route when—

and curiously enough in this novel the heroine crowns her career by a love match—his history is exposed to her young husband—so false that none could take the Lily, for her fame and history is not likely to prove a surprise to any Englishman of voting age.

What will chapter three of her life be?

Will the story of the next decade or two be?

Will the Lily of Jersey drift into old age and respectability as a titled marquis, distributing coal and blankets and affecting a deep interest in village charities?

Will she marry her daughter off well with royal aid and a handsome portion? For she has a daughter just coming to marriageable age.

The fact that Mrs. Langtry has retained the Prince of Wales' friendship through the adventures and vicissitudes of many years is attributed to his kindly interest in this young daughter, and perhaps the same kindly interest turned him matchmaker. —*Sport and Gossip.*

**BRITISH v. AMERICAN SHIPPING.**

Steadily, but surely, the American people are pushing their way to the front as a ship-owning and shipbuilding nation. They are now engaged in opening up trade routes to many different parts of the world, and more especially from the Pacific Coast, which is an empire in itself, and has hitherto been left to work out its own salvation. They have resolved on the establishment of several regular lines, which are to have—

subsidies like those allowed to the leading mail lines in our own country. The prospect of opening up an important trade with the Far East has developed quite a crop of projects for the establishment of shipping lines to different parts of the world, one of the most important of which is that of a line to be furnished with six or eight 10,000-ton steamships to connect the Southern and the Pacific States with China, Japan, and Australia. The Americans, however, have not hitherto made the progress they would probably otherwise have done in this business because they have very few really good seagoing cargo boats. Up to a recent date, they contented themselves to a large extent by supplying their wants in this direction with second-hand boats, discarded by British shipowners because they were not entirely up to date. The impending change is set forth in the following extract from a recent issue of a well-informed American journal:—

"There are now building (on American account) in the shipyards of the United States and foreign countries more than fifty naval vessels valued at \$30,000,000 and more, exclusive of armour and armament, and more than 200 merchant vessels, small craft not included, aggregating a value of more than \$3,000,000. The Atlantic coast fleet has had considerable additions during the year, and in the Pacific Coast service more vessels are being built than in any three previous years combined. In fact, the shipyards of the entire country have enough of orders on hand to keep them in operation for periods ranging from one to three years. In some cases orders have to be placed elsewhere to meet prompt and urgent demand. These are strong statements, but are made on unimpeachable authority. Shipyards at all points are increasing their facilities by adding machinery and space. At Newport News, Va., improvements under way are being made at a cost of \$2,000,000. Richmond, Va. is being made a shipbuilding port. A shipyard on the Delaware is being contemplated with a capital of \$3,000,000, and another is projected with a backing of \$1,000,000."

When one reads such declarations as these, the natural conclusion adopted is that the American people are in earnest. And so, indeed, they are. They are making large additions to a number of their existing shipyards. They have apparently satisfied themselves that they possess all the needful resources for the production of shipping as cheaply as it can be produced in any other country. They have already proved their capacity for building vessels of every kind, although not, of course, at figures that will enable them to undersell British builders as yet. In New York—the

most important shipbuilding centre in the world—Mr. Andrew Carnegie's new shipbuilding company has been formed, with a capital of \$600,000, which proposes to put down one of the finest shipyards in the world. There is no lack of trained shipbuilders in the United States. Indeed, that country possesses nearly a hundred shipyards of all kinds, mostly on the great lakes. There, however, the conditions to be met have not hitherto been the same as those to be faced on the seaboard. The laws of the United States do not allow of competition in the building of ships for internal navigation, and hence the work has been done without regard to that element, whereas on the seaboard other conditions have to be faced. That the materials of construction will be cheaper is assured. The Carnegie Company, indeed, have virtually undertaken to deliver steel plates and angles at New York; over a series of years, for several shillings a ton less than they can be bought anywhere else, whether in the Old World or the New. It is possible that American labour may be equally effective, though not in Europe. In short, there is no insuperable bar to the United States realising their claim and threat—that of building ships cheaper than they can be built elsewhere.

It is, however, quite another matter when we come to deal with the navigation of ships on ocean highways. It is hardly probable that the first cost of the vessel will be so much different as to much influence this question. But it is a different matter when the other costs are taken into consideration. American labour is more costly than European all round. In mechanical industries, the worker can usually offer an equivalent—for higher nominal cost, by yielding more efficient labour. It is notorious that in iron and engineering works this is largely and regularly done. But how is a man before the mast to do more work in an American than on a British vessel? In both cases it is to be presumed that machinery has been installed "so to reduce manual labour to a minimum. No gain can come to either competitor on this score. But the British shipowner can command labour at the nominal cost—and in this case presumably the ultimate cost—which is 20 to 30 per cent. less than the American. This will almost certainly give the predominant position to the British ship-owner, and, indeed, it had been likely that any other result were possible, we should have seen some evidence of its happening before to-day. The much-

vaunted higher wages pay to American labour will in this case almost certainly keep the shipowners in an inferior position, and hinder their mercantile marine from assuming the dimensions, relatively to our own, to which *cateris paribus*—it might otherwise have attained. And this, after all, is the *crux* of the whole matter. If the Americans can navigate ships cheaply, they will secure a large share of the world's commerce. If they fail to do so, there is but little likelihood of their mercantile marine coming into successful competition with our own, and it is mainly due to the enormous growth and proportions of our own marine that we, in Great Britain, have become a great shipbuilding nation. If our marine had been no larger than that of the United States, could we have hoped to attain that position? The question only admits of one reply. A great shipbuilding nation may become, and is likely to become, a great shipping nation. The converse appears to us to be almost equally true. On the whole, then, we do not believe that under present conditions our shipbuilders have much cause for anxiety. Those conditions may of course alter, in so far as to give American shipowners the command of as cheap shipping labour as Great Britain, but that is not the prospect nor the tendency at the present time. —*Sell's Commercial.*

**A MILLIONAIRE'S FREAK.**

Mr. Bryan Hughes, an eccentric New York millionaire, has just figured in a sensational scene at Asbury Park, New Jersey, a fashionable seaside resort. Mr. Hughes, who is a notorious practical joker, says a New York despatch, filled a canvas bag with brass filings, scaled it, and marked it "United States Mint, \$5,000." While bathing he pretended to pick it up from under the water, shouting that he had found a bag of gold. An excited crowd of bathers immediately surrounded him; several light ensued. Mr. Hughes escaped and fled along the beach, pursued by a frenzied mob of men and women. The crowd became so dense that the board walk gave way and several people were injured. The police reserves were called out and, to stop the disturbance, Mr. Hughes was arrested and taken to the police station, the mob following and clamouring for the gold. The millionaire was arraigned before the Magistrate and a Treasury official was summoned, who examined the "bullion" and pronounced it to be brass. Mr. Hughes thereupon confessed the trick. The Magistrate denounced his behaviour as disgraceful and fined him £2 for disorderly conduct. The mob outside received the news with hoots and howls, and the practical joker was obliged to leave secretly in order to escape its vengeance.

**FOR SALE.**

**HOTEL BUSINESS IN NORTHERN PORT.** Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health.

For further Particulars, apply in First Instance, by Letter to

G.W.W., Office of this Paper.

14th September, 1899. [177a]

**KUHN & KOMOR,**

JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 35, WATER STREET, YOKOHAMA and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

**To be Let.**

**OFFICES TO LET.**

**N. O. 2A, ICE HOUSE STREET.** Immediate Possession. Apply to

W. DANBY, Civil Engineer & Architect. Hongkong, 7th October, 1899. [181a]

**TO LET.**

**OFFICE ROOMS** on 1st floor of No. 4, PERIAI BANK OF CHINA. Apply to

Comptroller Office, E. C. HOCHAPPEL. Hongkong, 23rd March, 1899. [398a]

**TO LET.**

**ROOMS** with or without BOARD, in CENTRAL POSITION, Summer Rates. Apply to

"H." c/o of this Office. Hongkong, 17th May, 1899. [664a]

**TO LET.**

**SEMI-DETACHED VILLA RESIDENCES** on Bowen Road (now in course of erection). PROPERTY lately occupied by the

Bowring Saw Mills. GROUND FLOOR, 52, PEEL STREET. OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by

Messrs. MELCHERS & Co.) "HARFORD" MAGAZINE GAZ. No. 4, RIFORD TERRACE. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th August, 1899. [12]

**Shipping.**

**STEAMERS.**

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI.** THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to

MITSUBI-BUSSAN-KAISHA, Agents. Hongkong, 9th October, 1899. [1213a]

**FOR NEW-YORK VIA SUEZ CANAL.** THE Steamship

"ARGYLE," will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" at intervals of 2 weeks.

For Freight, apply to

DODWELL & CO., LIMITED, Agents. Hongkong, 10th October, 1899. [941a]

**Shipping.**

**STEAMERS.**

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW.** THE Company's Steamship

"HAIMUN," Captain Davis, will be despatched for the above Port, TO-MORROW, the 12th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARBAIK & Co., General Managers. Hongkong, 11th October, 1899. [1287a]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR AMOY AND TAMSUI.** THE Company's Steamship

"FORMOSA," Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARBAIK & Co., General Managers. Hongkong, 11th October, 1899. [1289a]

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA.** THE Company's New Steamship

"DIAMANTE," Captain Tayler, will be despatched for the above port, TO-MORROW, the 12th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers. Hongkong, 7th October, 1899. [1273a]

**FOR MANILA.** (Taking Cargo at through Rates for ILOILO and CEBU.)

THE Steamship

"VENUS," Captain will be despatched as above on FRIDAY, the 13th instant, at Noon.

For Freight or Passage, apply to

BRANDAO & Co., Agents. Hongkong, 9th October, 1899. [1288a]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM TO YOKOHAMA AND KOBE.** THE Company's Steamship

"POSEIDON," Captain A. Leva, will leave for the above places on SATURDAY, the 14th instant, 4 P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents. Hongkong, 7th October, 1899. [1282a]

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.** THE Company's Steamship

"CALCHAS," Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1216a]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.** (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Hongkong, 4th October, 1899. [1265a]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR KOBE AND YOKOHAMA.** THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on FRIDAY, the 20th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 6th October, 1899. [1277a]

**Consignees.**

**NOTICE TO CONSIGNEES.**

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where such consignment will be sorted out, mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 11th instant, will be subject to rent.

No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW. Hongkong, 5th October, 1899. [1271a]

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**NOTICE TO CONSIGNEES.**

FROM GLASGOW.

THE Company's Steamship

"KAISOW," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 14th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co., Agents. Hongkong, 5th October, 1899. [1272a]

**"BEN" LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP "BENLARIQ,"** FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents. Hongkong, 5th October, 1899. [1275a]

**NOTICE TO CONSIGNEES.**

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Madras, via S.S. *Lauda*.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 9th October, 1899. [5]

**KANANGA**



## Intimations.

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &amp;c., &amp;c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1898.

[135]

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

[39]

CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 44 &amp; 46, Queen's Road Central. Tel.

LET 'EM ALL COME

TO

YEE CHUN'S STUDIO

at No. 10, QUEEN'S ROAD CENTRAL, where

PHOTOGRAPHS and PORTRAITS

IN IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1894.

[596]

EXCHANGE.

Hongkong, 11th October.

ON LONDON, Telegraphic Transfer ..... 1/10 1/2

Bank Bills, on demand 1/10 1/2

Credits, 4 months' sight ..... 1/11 1/2

D'Antoni, 4 months' sight ..... 1/11 1/2

ON BERLIN, (demand) ..... 1/11 1/2

ON PARIS, Bank Bills, on demand ..... 1/11 1/2

Credits, 4 months' sight ..... 1/11 1/2

ON NEW YORK, Bank Bills, on demand ..... 1/11 1/2

Credits, 30 days' sight ..... 1/11 1/2

ON BOMBAY, Telegraphic Transfer ..... 1/11 1/2

On demand ..... 1/11 1/2

ON SHANGHAI, Telegraphic Transfer ..... 1/11 1/2

Private, 30 days' sight ..... 1/11 1/2

ON YOKOHAMA, T.T. ..... 1/11 1/2

60 percent. prem.

Selling Rate, 100 Yen to the Pound ..... 1/11 1/2

Bar Silver, 100 Yen to the Pound ..... 1/11 1/2

3 per cent. prem.

## The Share Market.

## LATEST QUOTATIONS.

(October 11th.)

## Banks.

Hongkong and Shanghai Banking Corporation—340 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference) nominal.  
The Bank of China & Japan, Ltd.—(Ordinary) 41 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)—25 1/2 buyers.  
National Bank of China, Ltd.—\$264.  
Do. Do. —\$264.

## Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260.  
China Trade Insurance Co., Limited—\$641.  
North China Insurance Co., Ltd.—71s. 200.  
Yangtze Insurance Assoc., Ltd.—\$124.  
Canton Insurance Office, Ltd.—\$147 1/2.  
Straits Insurance Co., Ltd.—\$5.

## Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.  
China Fire Ins. Co., Ltd.—\$88.  
Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.  
Indo-China Steam Navigation Company, Ltd.—\$75 buyers.

China and Manila S.S. Co., Ltd.—\$90.  
Douglas Steamship Co., Ltd.—\$48.  
China Mutual S. N. Co., Ltd.—(Preference)—49 1/2 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—43 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—43 buyers.  
Star Ferry Co., Ltd.—\$194.

## Refineries.

China Sugar Refining Co., Ltd.—\$145.  
Luzon Sugar Refining Co., Ltd.—\$54.

## Mining.

Panjin Mining Co., Ltd.—\$11.  
Do. Preference Shares—\$2.  
Société Française des Charbonnages du Tonkin—\$245.

Queen Mines, Limited—\$54.  
Jelebu Mining and Trading Co., Ltd.—\$14.35.  
Raub Allain Gold Mining Co., Ltd.—\$64.  
Oliver Freehold Mines, Ltd.—(A) \$11.50.  
Oliver Freehold Mines, Ltd.—(B) \$6.75.  
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$160.

## Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$25.  
Hongkong and Kowloon Wharf and Godown Company, Limited—\$94.  
Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$18.  
Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.  
Hongkong Land Investment and Agency Co., Ltd.—\$108.

Kowloon Land and Building Co., Ltd.—\$28.  
West Point Building Co., Ltd.—\$30.  
Hongkong Hotel Co., Ltd.—\$126.  
Humphrey's Estate and Finance Co., Ltd.—\$10.

## Miscellaneous.

Green Island Cement Co., Ltd.—\$18.  
China-Borneo Co., Limited—108 buyers.  
A. S. Watson & Co., Limited—\$16.75.  
Hongkong Electric Co., Limited—\$13.  
Hongkong and China Gas Co., Ltd.—\$130.  
Hongkong Rope Manufacturing Co., Ltd.—\$189.  
Geo. Fenwick & Co., Ltd.—\$421.  
Hongkong Ice Co., Ltd.—\$128.  
Hongkong High-Level Tramways Co., Ltd.—\$147 1/2.

Dairy Farm Co., Limited—\$6.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$15 buyers.  
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.  
Carmichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$58 buyers.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 68.  
International Cotton Mfg. Co., Ltd.—Tls. 75.  
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 77 1/2.  
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.  
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.  
Tebrau Planting Co., Ltd.—\$4 per share.  
Tebrau Planting Co., Ltd.—\$5.

BENJAMIN KELLY & POTTS (Share Brokers.)  
Telegraph Address—"Rialto."

## OPIUM QUOTATIONS.

Hongkong, 11th October.

New Patna ..... 855 per chest.  
New Benares ..... 895  
Old Malwa ..... 750/770 per picul.  
Old Malwa ..... 780/840  
Persian, paper tied ..... 670/750

MANUAL LLAGUNA, American ship, 1,649 C.V. Small, 7th Oct.—Shanghai 3rd October, Ballast.—Siemens & Co.

MARY L. CUSHING, American bark, 1,530, 1st Oct.—New York 16th May, Case Oil.—Order.

MAY FLINT, American ship, 3,576 R. Banfield, 2nd Sept.—New York 24th April, Case Oil.—Standard Oil Co.

RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast.—Order.

REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil.—Standard Oil Co.

SIMLA, British 4-masted bark, 4,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug., Ballast.—Order.

ST. JAMES, American bark, 1,433, R. M. Tapley, 29th Sept.—Manila 13th Sept., Ballast.—Reuter, Bruckmann & Co.

STANFIELD, British bark, 513, Wilson, 8th Oct.—Rajah 17th Sept., Timber.—A. R. Mary.

STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.—New York 20th May, Kerosine Oil.—Standard Oil Co.

VALKYRIEN, British bark, 498, J. R. Hall, 23rd Sept.—Rajah, Borneo, 3rd September, Timber.—Order.

WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, 11th October, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 p.p., 4 1/2 guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.

Albatross, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Commander E. J. W. Slade, Foochow.

Aurora, British cruiser, 1,600 tons, Capt. E. H. Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 13 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.

Bonaventure, 2nd class cruiser, 4,500 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Hongkong.

Brise, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Capt. Wrey, cruising.

Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, R.N., cruising.

Chalenger, American ship, 143, Gould, 12th Sept.—Manila and Sept., Ballast.—Arnold, Karberg & Co.

ETHA, German ship, 1,754, Joh. Beneke, 22nd Sept.—Cardiff 13th May, Coal.—Arnold, Karberg & Co.

GILO, German ship, 1,324, Hemmer, 8th Oct.—New York 26th May, Kerosine Oil.—Standard Oil Co.

JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.—New York 25th April, Case Oil.—Standard Oil Co.

LOTHAR, Italian bark, 759, C. Lewanger, 1st Oct.—Callao Peru 21st July, Iron.—Order.

MANUAL LLAGUNA, American ship, 1,649 C.V. Small, 7th Oct.—Shanghai 3rd October, Ballast.—Siemens & Co.

MARY L. CUSHING, American bark, 1,530, 1st Oct.—New York 16th May, Case Oil.—Order.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. R. Brayne  
Mr. F. Bure  
Capt. van Corbach  
Mr. G. H. Dann  
Mr. and Mrs. W. H. T. Davis and child  
Mr. A. L. Denison  
Mr. P. Dow  
Col. G. J. H. Evatt  
Mr. J. S. Ezekiel  
Mr. R. M. Eickel  
Mr. A. Forbes  
Lt.-Col. A. R. Fraser  
Colonel E. H. Gorges  
Staff-Surgeon and Mrs. W. E. Home  
Major G. R. St. John  
Mr. H. B. Kendrick  
Mr. H. R. Kinnear

Rev. F. Flynn, R.N.  
Hon. and Mrs. R. D. The Government Civil Ormsby  
Miss Ormsby  
Miss Yorkie Triscott  
Mr. and Mrs. W. E. Turner  
Capt. C. B. Simmonds, R.A.  
Madame Volpicelli  
Mr. Hugo Silvestri

## VESSELS IN PORT.

AMARA, British steamer, 1,705, C. J. Mattock, 30th Sept.—Samarang 20th Sept., Sugar.

BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.—Colombo 20th Sept., Ballast.—Dodwell & Co.

DIAMANTE, British steamer, 1,254, G. A. Taylor, 6th Oct.—Manila 3rd Oct., General.—Shewan, Tomes & Co.

EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct.—Vancouver, B.C. 12th Sept., and Shanghai 1st Oct., Mails and General.—C. P. R. Co.

HAIMUN, British steamer, 636, W. J. Davis, 8th Oct.—Tamsui 6th Oct., and Amoy 7th, General.—Douglas, Lapraik & Co.

HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 9th Oct.—Yokohama 29th Sept., Kobe 3rd Oct., and Nagasaki 5th, General.—Melchers & Co.

HUE, French steamer, 704, P. Merlees, 28th Sept.—Haiphong and Hoihow 27th Sept., General.—A. R. Marty.

KEONG WAH, British steamer, 1,115, R. Unsouth, 6th Oct.—Bangkok and Kohsi-chang 20th Sept., Rice and General.—Yuen Fat Hong.

KINSHIU MARU, Japanese steamer, 2,459, W. Brady, 6th Oct.—Shimonoseki 2nd Oct., General.—Nippon Yusen Kaisha.

KUTSANO, British steamer, 1,495, R. C. D. Bradley, 5th Oct.—Sourabaya 22nd Sept., and Panarockan 24th, Sugar.—Jardine, Matheson & Co.

MARIE VALERIE, Austrian steamer, 2,648, A. Fellner, 10th Oct.—Kobe 4th Oct., General.—Sander, Wies & Co.

NANSHAN, American steamer, 1,344, Stovell, 2nd Sept.—Manila 22nd Sept.

ON SANG, British steamer, 1,787, J. Young, 7th Oct.—Saigon 1st Oct., Rice and Rice-Flour.—Jardine, Matheson & Co.

PETARCHI, German steamer, 1,252, Necker, 8th Oct.—Samarang 22nd Sept., and Labuan 30th, General.—Lauts, Wegener & Co.

PROFONTS, British str., 1,390, W. Mackay, 3rd Oct.—Saigon 30th Sept., Rice.—Heung Sing Steamship Co.

PROSPER, Norwegian steamer, 789, E. Thorstein, 1st Oct.—Samarang 20th Sept., Sugar and Malacca.—Geo. R. Stevens & Co.

ROSETTA, British steamer, 2,039, C. C. Talbot, R.N.R., 10th Oct.—Yokohama 3rd Oct., Mails and General.—P. & O. S. N. Co.

SUEVIA, German steamer, 4,129, Föcker, 14th Sept.—Swatow 13th Sept., General.—Siemens & Co.

TAIFU, German steamer, 1,065, Schuldt, 9th Oct.—Saigon 3rd Oct., Rice.—Meyer & Co.

TAI LEE, German steamer, 828, T. Calender, 1st Oct.—Hongay and October, Coal.—Meyer & Co.

CHALLENGER, American ship, 143, Gould, 12th Sept.—Manila and Sept., Ballast.—Arnold, Karberg & Co.

ETHA, German ship, 1,754, Joh. Beneke, 22nd Sept.—Cardiff 13th May, Coal.—Arnold, Karberg & Co.

GILO, German ship, 1,324, Hemmer, 8th Oct.—New York 26th May, Kerosine Oil.—Standard Oil Co.

JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.—New York 25th April, Case Oil.—Standard Oil Co.

LOTHAR, Italian bark, 759, C. Lewanger, 1st Oct.—Callao Peru 21st July, Iron.—Order.

MANUAL LLAGUNA, American ship, 1,649 C.V. Small, 7th Oct.—Shanghai 3rd October, Ballast.—Siemens & Co.

MARY L. CUSHING, American bark, 1,530, 1st Oct.—New York 16th May, Case Oil.—Order.

MAY FLINT, American ship, 3,576 R. Banfield, 2nd Sept.—New York 24th April, Case Oil.—Standard Oil Co.

RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast.—Order.

REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil.—Standard Oil Co.

SIMLA, British 4-masted bark, 4,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug., Ballast.—Order.

ST. JAMES, American bark, 1,433, R. M. Tapley, 29th Sept.—Manila 13th Sept., Ballast.—Reuter, Bruckmann & Co.

STANFIELD, British bark, 513, Wilson, 8th Oct.—Rajah 17th Sept., Timber.—A. R. Mary.

STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.—New York 20th May, Kerosine Oil.—Standard Oil Co.

VALKYRIEN, British bark, 498, J. R. Hall, 23rd Sept.—Rajah, Borneo, 3rd September, Timber.—Order.

WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, 11th October, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 p.p., 4 1/2 guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.

Albatross, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Commander E. J. W. Slade, Foochow.

Aurora, British cruiser, 1,600 tons, Capt. E. H. Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 13 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.

Bonaventure, 2nd class cruiser, 4,500 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Hongkong.

Brise, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Capt. Wrey, cruising.

Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, R.N., cruising.

## THE FRENCH SQUADRON.

Aspie, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Jourmet, at Saigon.  
Bayard, French flagship, 5,068 tons, 36 guns, 4,500 h.p., Capt. Jochan, at Yokohama.  
Beaulieu, French cruiser, 2,266 tons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo.  
Bruis, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.  
Comite, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.  
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.  
Eclair, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.  
Fouquet, French cruiser, 2,311 tons, 25 guns, 2,764 h.p., Capt. Delort, at Nagasaki.  
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.  
Jean Bart, French